

MoPac South Environmental Study

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CENTRAL TEXAS
Regional Mobility Authority



- **MoPac South project included in CAMPO 2035 plan**
- **Rider 42 passed, which focused on the top 50 most congested corridors – MoPac is listed as 37th**
- **Senator Kirk Watson develops a Mobility Investment Priorities for Central Texas Working Group including representatives from CAMPO, Capital Metro, TxDOT, City of Austin, and the Mobility Authority**
- **The Committee recommends providing \$16 million to study MoPac South from Lady Bird Lake to Slaughter Lane**
- **In 2013, the Mobility Authority and TxDOT launch MoPac South Environmental Study**

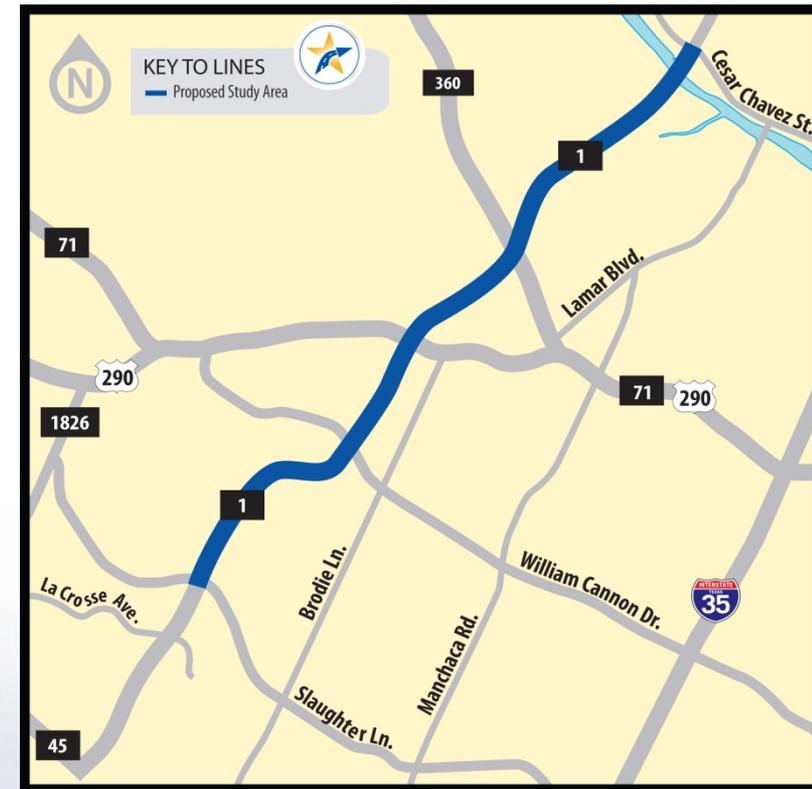
MoPac South Environmental Study



- **MoPac south of Cesar Chavez Street is a vital artery for our area - it serves more than 130,000 cars and trucks per day**
- **Over time, residential, retail and commercial development in the corridor has led to increased congestion**
- **Environmental Study initiated to determine the best alternatives for improving mobility and safety on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane**



MoPac South
ENVIRONMENTAL STUDY



Process and Major Activities to Date



- **Launched Environmental Study in April 2013**
 - Collected travel time, crash and safety, population and employment growth and environmental constraints data
 - Developed Purpose and Need
 - Launched project website www.MoPacSouth.com
 - Began stakeholder outreach
- **Held First Open House/Scoping Meeting in November 2013**
 - Refined Purpose and Need based on public input
 - Developed and refined concepts that may meet Purpose and Need using data collected and community feedback
- **Held Second Open House in April 2014**
 - Refined evaluation criteria and measurements based on Purpose and Need and community feedback
 - Evaluated concepts



- **What We are Trying to do:**

- Provide reliable travel times
- Improve efficiency
- Create dependable and consistent route for transit
- Facilitate reliable emergency response

- **What Problems We're Addressing:**

- Unreliable travel times*
 - If we don't address the problem, conservative estimates result in an additional half hour to travel between Cesar Chavez Street and Slaughter Lane in 2035
- Increased congestion due to population and employment growth**
 - 61% population growth in Travis and Hays counties by 2035
 - 74% employment growth in Travis and Hays counties by 2035

**Travel Time Sources: CDM-Smith 2014 using INRIX speed data, CAMPO 2035 Travel Demand Model, observed congestion speeds, bluetooth data*

***Population Sources: U.S. Census Bureau: 1990 Census & 2008-2011 American Community Survey, CAMPO 2035 Forecast*

Which Alternatives Were Evaluated?

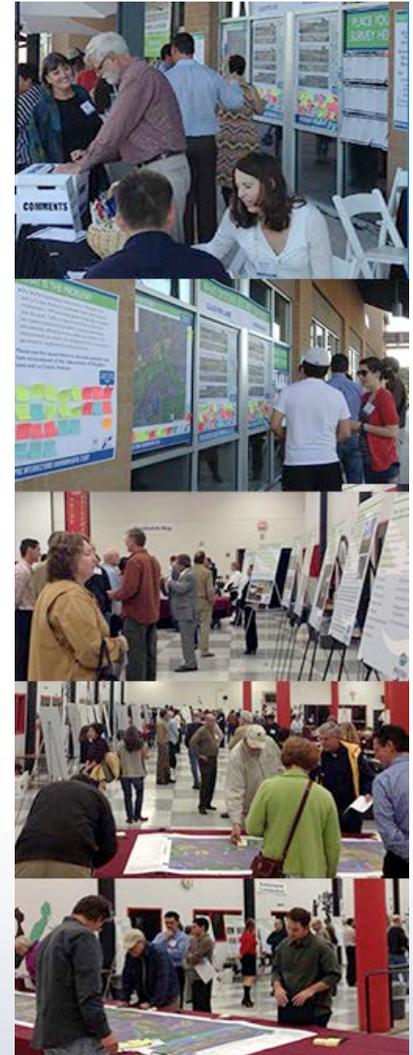


- **General Purpose Lanes**
- **High Occupancy Vehicle Lanes**
- **Transit Only Lanes**
- **Express Lanes**
- **Transportation System Management/Transportation Demand Management**
- **No Build**

Where We Are Now



- Presented preliminary results and requested feedback on evaluation criteria and measurements
- Presented recommended reasonable alternative – Express Lanes with conceptual layout
- Launched our Context Sensitive Solutions process





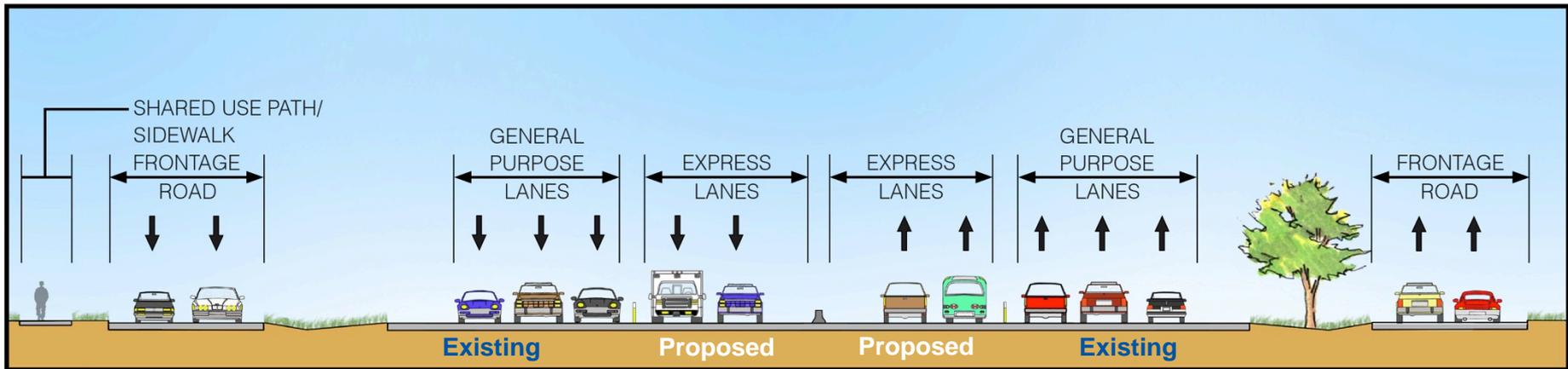
- **Express Lanes Alternative is recommended because:**

- Offers reliable toll-free travel times for vanpools, buses and emergency vehicles
- Additional capacity will be actively managed through the use of variable toll pricing for other users to realize a similar reliable travel time
- Provides shortest peak period travel time for all vehicles, including those in general purpose lanes
- Saves over 3 million hours of travel time compared to No Build Alternative (*1.7 x more than HOV lanes and 13 x more than Transit Only Lanes*)
- Increases opportunities for transit and ridesharing
- Includes new and better connectivity for bicyclists and pedestrians
- Avoids impacts to the natural and human environment and minimizes impacts to water quality



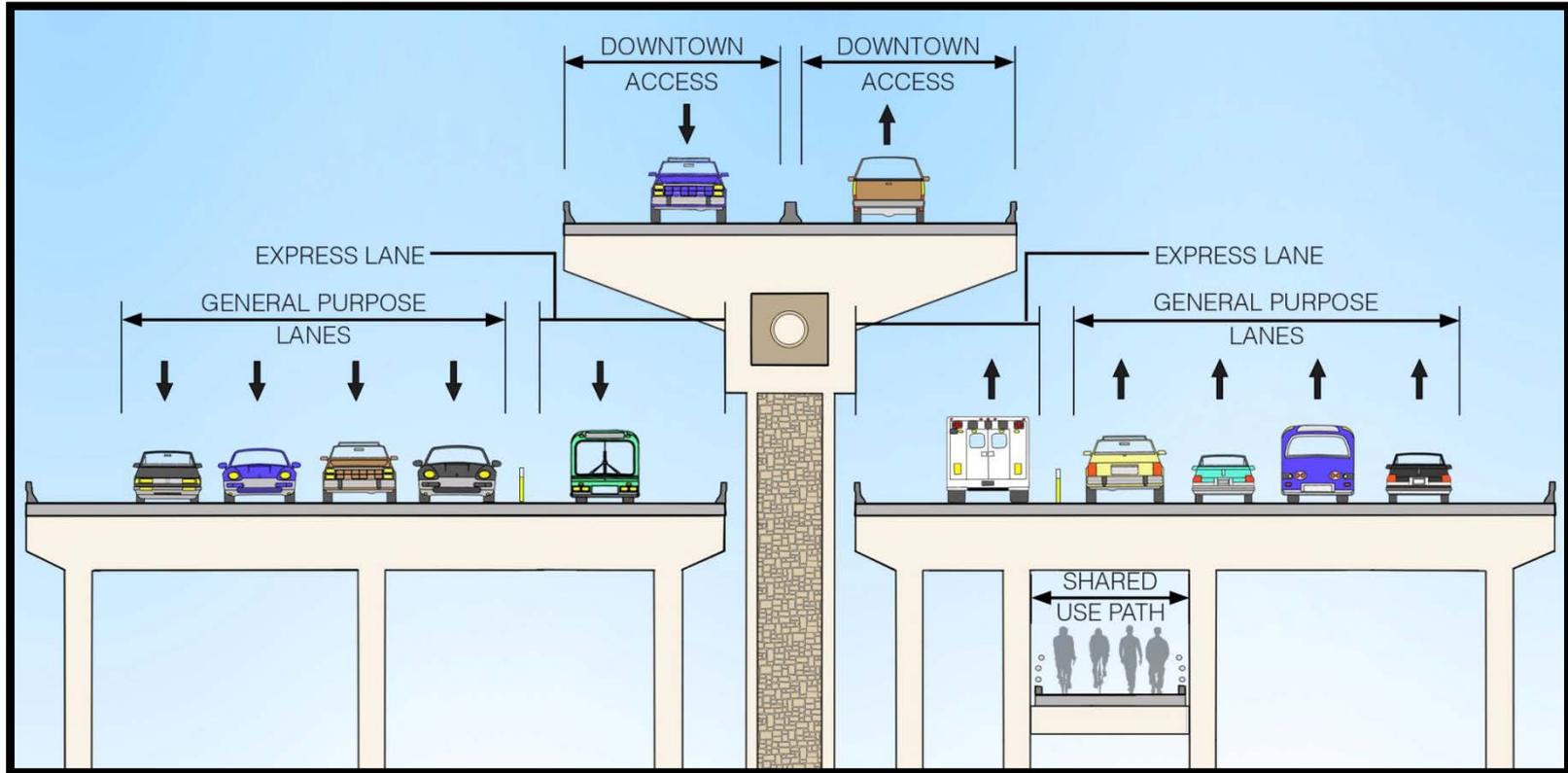
- **Addition of two Express Lanes in each direction (November 2013)**
 - Entrance and exits proposed near Cesar Chavez Street, Loop 360, William Cannon and Slaughter Lane
 - Preliminary cost estimates are approximately \$350 - 400 million (*no funds currently allocated to I-35 are being used for this project*)
- **Based on community feedback additional concepts being evaluated as part of this alternative:**
 - Connections in and out of downtown via Cesar Chavez Street and structures over the river
 - Operational improvements at the FM 2244 southbound general purpose exit
 - Addition of bike and pedestrian facilities to create continuous facility from Lady Bird Lake to Slaughter Lane

Conceptual Typical Section



This artist rendering shown is conceptual in nature and are for discussion purposes only.

Conceptual Typical Section at Lady Bird Lake



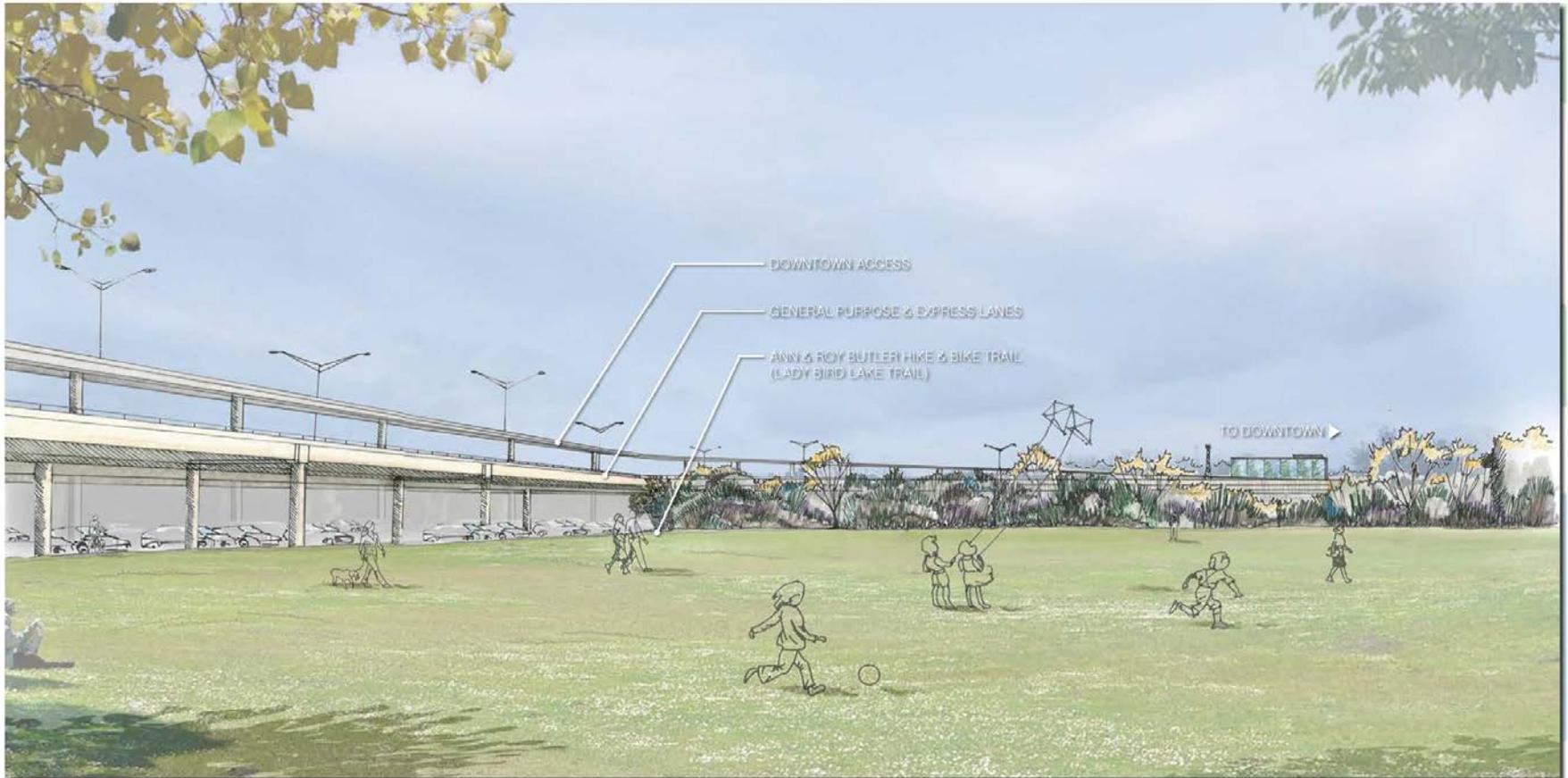
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View from Zilker Clubhouse



The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

View From Zilker Park



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Benefits of a Downtown Connection



- **Creates a reliable connection to and from Cesar Chavez Street and downtown from the Express Lanes**
- **Prevents merging and weaving in general purpose lanes, improving travel for all MoPac users**
- **Provides relief for overly congested entrance and exit ramps at Lake Austin Boulevard and 1st/5th Streets**
- **Stays within TxDOT right of way and avoids expanding into Zilker Park and impacting Hike and Bike Trail**



Additional work being undertaken

- Model one lane and two lane Express Lane concepts
- Requesting a traffic impact study and report from the Center for Transportation Research at the University of Texas on the downtown street grid including Cesar Chavez Street
- Develop multiple concepts to tie proposed MoPac South Express Lanes to the MoPac North project, as well as downtown via Cesar Chavez



- **Design that minimizes visual impacts, takes no parkland and minimizes disruption to recreational areas**
- **Columns designed to reduce impacts to water flow and the lakebed**
- **Water Pollution Abatement Plan and Best Management Practices for the project are being developed**
- **Storm water Pollution Prevention Plan will address and mitigate potential construction impacts**



- **Continue to study environmental issues in greater detail**
- **Expand study period 3 to 6 months to allow for more public input and additional Open Houses on the project**
- **Collect and analyze data regarding potential environmental impacts and constructability**
- **Refine schematics and design concepts to address environmental issues and community feedback**

- **Hold Next Open House Meeting in August**
- **Continuously engage and meet with stakeholders**

Ways to Stay Involved and Informed



- **Project website: MoPacSouth.com**
- **Enewsletters and social media (@MoPacSouth)**
- **Open Houses and Virtual Open Houses**
- **Technical workgroup meetings**
- **Stakeholder meetings**